

WILL LIMIT TRACK BETTING.

JOCKEY CLUB TO CUT OUT POOL-ROOM WIRES ALSO.

Talk of Putting Bookmaking on the English System to Lessen the Play From Those Who Can Afford It—Text of Slicer Petition to the Legislature.

Racing on the tracks of the Jockey Club in New York State will undergo some radical reforms from a betting standpoint this year as a result of the crusade at Albany and an understanding between the stewards of the Jockey Club and the State Conference of Religions, a representative committee of which is composed of the Rev. Dr. T. R. Slicer, Dr. Josiah Strong, Dr. J. M. Whitton and Rabbi Schulman.

It developed yesterday that in attempting to make good its promise to Dr. Slicer and the State Conference that betting would be curtailed the Jockey Club had virtually decided to begin the reform by striking a direct blow at the poolrooms, to be followed by a move against the betting rings.

It has been conceded all along that without the necessary news of the results of the races the poolrooms could not exist. With this in view it is said that the Jockey Club will practically bar the wires of the telegraph companies from the tracks.

It is held that a racetrack is private property, and that a telegraph company has no legal right to set up its instruments inside of the fences without permission.

In resorting to such a radical measure the Jockey Club, it is said, will also attempt to keep such information from the outside world by placing a ban of some sort on the admission of persons to the track after a certain hour. For example, after the second race each day the gates may be closed to the public. In that way it would be impossible for the poolrooms to secure any information unless they clubbed together and sent a dozen men into the track enclosure before the first race, with the result that they should come out, one at a time, during the afternoon with reports of the betting, jockeys, etc., to be filed with the telegraph company at an office near by. And furthermore it is said that the Pinkertons would receive orders to refuse admission to any persons detected in the act of delivering this sort of news to the wires outside.

By crippling the poolroom telegraph service the Jockey Club would in part at least make good its promise to curtail speculation. It would also land a hard blow against a poolroom clique, said to be headed by Peter De Lacy, who has been openly charged with being one of the moral supporters of the Cassidy-Lansing anti-betting bill now before the Legislature.

De Lacy has played an important part in anti-racetrack fights for a number of years, but his real motive was not disclosed until yesterday, when several prominent gamblers who know the man made the assertion that De Lacy had tried to force the Jockey Club to concede to him the exclusive privilege of sending out the news of the racetracks to the poolrooms of the country.

"De Lacy was making a hot fight against the tracks two years ago," said one of these men, "when a representative of the Jockey Club went to see him with the idea of reaching some compromise. De Lacy promptly declared that if he could get the right to sell the track information to the poolrooms all by his lonesome he would stop his trouble making. But he met with a sharp turnaround from the Jockey Club, and has been ignored ever since."

"Supposing the Jockey Club had granted his demand? Why, De Lacy would have had a piece of every poolroom in the country, for without his consent no room could get a line of information."

This statement was repeated yesterday to one of the counsel for the Jockey Club, who did not deny it, though he declined to confirm it. But sporting men here have been talking of the matter for a long time, declaring that De Lacy's interests are identical with those of the persons who are supporting the bill at Albany.

Having dealt De Lacy and, in fact, all poolroom keepers a knockout blow, therefore, the Jockey Club, it is declared, will completely revolutionize the business of the betting ring. The Jockey Club, it is pointed out by one of its counsel, is opposed to betting in certain forms. The stewards have tried to discourage plungers in their seasonal operations, and only last summer they crushed the life out of the bookmakers' organization, known as the Metropolitan Turf Association, by declaring an open betting ring and cutting off all revenue from the layers in return for special privileges.

But, from what was said on good authority to THE SUN reporter yesterday, the Jockey Club intends to adopt some plan by which a man who cannot afford to lose a \$5 note will find it impossible to make a bet at the track. No definite plan has been evolved as yet, but it is said that the betting ring of the future will be a private enclosure, to which will be admitted only those persons who have passed muster and have satisfied certain persons, who may be competent to pass judgment, that they are qualified, financially, to suffer a loss.

To restrict the patronage to persons holding special betting privileges, for which no money would be paid, would require much work and discrimination, but it has been suggested that there might be an organization to which bookmakers and the patrons of racetracks could be admitted alike, a certificate of membership being required to secure admission to the betting ring.

Under some such plan as this it is said, the operations in the ring would be strictly on an individual basis. All speculators would be members of the same organization, so that bets could be made without memoranda. While it would be impossible for layers to conduct business without a sheet writer, it is declared that no money would pass between players and layers, and that all wagers would be made "on the nod," to be settled away from the track.

Betting without money passing would be an adoption of the time honored method of the English racetracks. There the racegoers of prominence belong to Tattersall's or two or three other betting clubs, each of which is a clearing house for wagers. Bookmakers are the governors and betting men the patrons of each club ring, the customers making their wagers by word of mouth. Cards with names or horses are displayed, but the bookmakers settle the odds by calling the quotations, and they are constantly fluctuating. They usually employ clerks to book wagers,

POLICE EXAMINATION FRAUDS.

Civil Service Board Cancels Test of Sergeants and Will Make Charges.

President William F. Baker of the Municipal Civil Service Commission after a meeting held yesterday that body announced that the examination of police sergeants for captaincies held on December 28 had been declared void. Mr. Baker intimated that there had been fraud practiced in the examination of the papers.

At the close of the meeting of the commission it was announced by President Baker that these two resolutions had been adopted:

"That the examination for promotion from the grade of sergeant to that of captain in the Police Department, held December 28, 1905, be and the same is hereby cancelled, the reason for such cancellation being that the commission found certain grave irregularities in the papers of several of the candidates, sufficient, in their opinion, to warrant such cancellation, in order to insure absolute justice and impartiality to all the candidates."

"That a new examination for promotion to the grade of captain in the Police Department be held at the earliest possible date."

The examination took place at the Grand Central Palace. Nearly four hundred candidates appeared. In order to avoid any possibility of leaks, the civil service commissioners had the final questions prepared at the Grand Central Palace just before the examination, and had the papers mimeographed on an apparatus taken to the building.

Yet, despite these precautions, it has come to the knowledge of President Baker and his colleagues that there are irregularities in the making of the eligible list. President Baker was not prepared to say yesterday just what had been discovered in the investigation which led to the resolution of yesterday, but it can be stated that the fraud has been traced to the examiners' department.

From what could be learned yesterday from Mr. Baker, some of the candidates' papers were improperly marked by one or perhaps more examiners. He intimated that in a day or two charges will be made which may lead to the discharge of at least one examiner.

It has been suspected for some time past that there have been irregularities in the examination of papers. Investigations have been carried on by the commissioners and they now have evidence enough to warrant the bringing of charges.

"SOUTHERN MAN NEXT" PARKER

Judge Wants Democratic Nominee From That Section.

CHARLOTTE, N. C., March 16.—Judge Alton B. Parker of New York was the guest of honor at a reception in the parlors of the Southern Manufacturers Club this evening.

The burden of Judge Parker's remarks was that the next Democratic nominee for President should come from the South. He cited the wonderful advance which the South has made, declaring that in politics only had the South stepped aside.

Nebraska had been tried and then New York, but failure had resulted in each case. All the Democratic training schools of the North, elementary, intermediate and higher, were closed. Of the young men voting in the North fully 80 per cent. are now allied with the Republican party.

The organizations of the Democratic party are dead. Many of the old time leaders have abdicated or have become Republicans. Mr. Parker asks: "When such conditions confront you why should you hesitate?"

"The time has come when the really effective Democrats of the country should be recognized, and when they themselves should no longer hesitate."

FOUND EMPEROR WILLIAM FUND.

Plan to Forward Work of Germanic Museum at Harvard.

CAMBRIDGE, Mass., March 16.—A new fund for the maintenance of the Germanic Museum at Harvard was announced to-night. It is to be known as the Emperor William Fund, and has already reached \$20,215.

The official communications relative to the fund are as follows:

CAMBRIDGE, Mass., Feb. 25, 1906. The German Emperor, Berlin.

My German friends of Germany have recently given to the Harvard Germanic Museum, in commemoration of your Majesty's silver wedding, the sum of \$25,000 as the beginning of a permanent endowment for the purpose of the income to be used in furtherance of your Majesty's generous endeavors to promote appreciation in America of German culture. They beg your Majesty graciously to approve this gift and they add sincere wishes for the happiness of your house.

WASHINGTON, D. C., Feb. 27, 1906. Hon. Charles W. Eliot, Harvard University, Cambridge, Mass.

The German Emperor has received your cable informing him the friends of Germany, in commemoration of the Emperor's silver wedding, have donated to the Germanic Museum at Harvard the sum of \$25,000 as the Emperor William Fund. His Majesty has requested me to convey to you and to the generous donors of this munificent gift my warmest thanks. It affords me special pleasure to be the conveyor of this message.

STERNBURG, German Ambassador.

DEWEY GIVES ATHLETIC FIELD.

Makes a Present of Ten Acres to the Peekskill Military Academy.

The alumni of the Peekskill Military Academy held their annual meeting last night at the Hotel Astor to hear the report of the committee which had been appointed to raise \$200,000 for new equipment. It was reported that in about three months \$90,000 in cash had been secured.

The announcement that pleased the graduates most, however, was that Senator Dewey had given a field of ten acres, valued at \$10,000, lying between Depew Park and the campus to the academy for an athletic field. It will be called the Dewey Athletic Field.

The Peekskill academy is nearly seventy-five years old and has graduated nearly three thousand students. It is an endowed preparatory school managed by a board of trustees. It needs a new junior school building, a senior cottage, a new recreation hall and a new dining hall.

Plans of the new buildings arranged in the form of a quadrangle were displayed at last night's function, which was presided and speeches were made by D. S. Herrick, C. A. Robinson, J. C. Butler and others. Nearly one hundred graduates attended.

The Wolverine is a fine train for Detroit, Grand Rapids, Saginaw and Chicago, leaving New York at 8:20 A. M. daily, you reach Detroit next morning, and Grand Rapids, Saginaw, or Chicago next afternoon via New York Central Lines.—Ad.

MANY DIE IN WRECKED CARS

ESTIMATES OF THE DEAD IN RIO GRANDE CRASH RUN UP TO 50.

Men and women floundered in blazing debris. Are Roasted to Death Before the Eyes of Those Unable to Give Aid—Prisoner Handcuffed to Seat Victim of the Fire.

PUEBLO, Col., March 16.—The worst wreck in the history of the Denver and Rio Grande Railroad occurred at 2 o'clock this morning at Adobe station, twenty-five miles west of here.

A westbound express drawn by two engines collided with the night express from Leadville, causing the death of many persons and injuring scores.

No sooner had the trains come together, piling engine on engine and coach on coach, than the mass of wreckage took fire.

Most of those who met death were burned alive in the debris.

Men and women pinned under the wreckage were roasted to death before the eyes of their fellow passengers, who were powerless to aid.

Others expired in the arms of the rescuers after they had been dragged from the flames. A number were injured by the crash, but of these it is not thought any were fatally hurt.

The wreck is attributed to the failure of an employee to deliver an order which changed the meeting place of the two trains.

Estimates of the number of killed and injured vary. The minimum estimate is given out at the Denver offices of the railroad, where it is said that fifteen are killed and between fifteen and twenty injured.

At the Rio Grande offices in Pueblo the estimate is forty-five dead and twenty-five injured.

People who were in the wreck, not railroad officials, estimate the killed at fifty to seventy-five.

The identified dead included Engineers Hollis and Cuslett and Express Messenger McParland.

So many of the bodies were consumed by the fire that the exact number may never be known. Sixteen bodies have been identified, which is more than the number of dead given out by the railroad officials.

Of the thirty-one injured only one, A. Garber, is from New York. He had an ear badly lacerated.

Handcuffed to the forward seat in the smoker, R. T. Whitney, convicted of forgery and bound to the Colorado State penitentiary for six years, powerless to help himself as the flames reached him, died like a rat in a trap.

Prostrate on the floor of the car beside him, his ears deaf to the appeals of his prisoner, Deputy Sheriff Edward E. Baird of Denver died in the performance of his duty, as the trains crashed together.

Whitney could not reach the man lying at his feet to free himself, so he was roasted alive.

Mrs. C. G. Turner of Galesburg, Ill., is doubly bereaved, for on the sad journey homeward with the body of her late husband, the corpse was burned in the baggage car of the outboard train.

The trains came together at a sharp curve, against a high bluff. The engine men were not aware of their danger until the trains were within 200 yards of each other.

At this point the Santa Fe and Denver and Rio Grande tracks run near together and it was easy for the engineers to suppose that the train they were about to meet was on the Santa Fe track.

The disaster is said to have been caused by the night operator at Swallows, a station several miles east of Adobe, having been asleep on duty. This operator telegraphed the dispatcher at Pueblo, in answer to questions, that train No. 3 had not passed his station, whereas it had gone by while he was asleep. As a result of this information the dispatcher issued orders which brought the two trains together.

A man named Murphy, who had escaped from the blazing day coach uninjured, became heartless over the sufferings of those who were roasting alive and returned to try and aid them. Just as he reached the car the Pintch tank exploded. Murphy was knocked down, and he was soon consumed by the flames.

DENVER, March 16.—The first detailed story of the Rio Grande disaster by a Denver writer was told to-day by Edward F. Wood, a Denver mail clerk, who escaped with slight injuries from his car in Train No. 3.

"I was sitting on my registered mail sack, smoking pipe," he said, "when suddenly, a moment after I had felt the car swinging around the wide curve at Adobe, there came a terrific blow, and I was lifted to my feet and hurled through the door."

"I landed at the bottom of an eight foot snow heap and was for a moment stunned by the impact. Then I dug my way out of the snow and made my way toward the tracks."

"When I got within twenty feet of the tracks, I heard a multitude of cries, swelling in a terrible chorus of agony."

"Shrill above the mass of groans and shouts I could distinguish here and there a single cry for help or for death."

"I ran to the train, but owing to the driving snow I could scarcely see anything. But I distinguished women and men, pinned under the shattered cars struggling to escape, while the flames spread with great rapidity."

"Gradually I became more composed and I hurried forward to help."

TEWKSBURY UNDER ARREST.

New Yorker Taken Into Custody in Philadelphia.

PHILADELPHIA, Pa., March 16.—Lewis G. Tewksbury, well known for his stock dealings in New York and London, was arrested to-day as a result of a telegram from Police Inspector McLaughlin of New York to the local detective bureau.

The telegram read as follows: "Make every effort to run down and arrest Lewis G. Tewksbury, now stopping at the Bellevue Stratford Hotel. He is under indictment here for grand larceny. Do all you can, and wire us immediately."

Three detectives were sent to the Bellevue Stratford. They found Tewksbury in the lobby of the hotel, where he has been living for several weeks. After being informed that he was under arrest he made no objection.

He asked that he might call up John R. K. Scott, a lawyer. He made an appointment with the attorney to meet him at the central police station, where he was taken.

Lawyer Scott made every effort to get his client bailed, but without success. Tewksbury said in the police station: "Some woman is at the bottom of this."

He said that he had been in New York for two weeks before coming to Philadelphia. Tewksbury did not go into details about his business in Philadelphia, but said that he had been keeping himself busy.

Lewis G. Tewksbury was arrested on a bench warrant issued for him after an indictment by the Grand Jury, found March 20, 1903. It is understood that Tewksbury will come to New York to give himself up. The arrest has no connection with the case of the forged Norfolk and Western bonds, Tewksbury's name never having been mentioned in connection with that case.

LAWYER BROWNE GUILTY.

Convicted of Forgery in Juggling Mortgages in Real Estate.

H. Huffman Browne, the lawyer who has been on trial before Judge Foster in General Sessions on a charge of forgery, was convicted yesterday. The jury was out seven minutes. He will be sentenced next Friday, and he may get ten years.

It was shown at the trial that Browne manipulated conveyances and mortgages on property owned by the Southern Railway Company. In at least one instance he sold property belonging to a client without her consent.

In summing up yesterday Assistant District Attorney Train said that Browne, who was a Sunday school superintendent, taught what the Bible preached on Sunday and the other days of the week he devoted himself to juggling property. Just before the trial Browne had made a speech to the court in which he said that he was an honest man, but that the law was at fault and he had unwittingly taken advantage of it.

Assistant District Attorney Train then called John J. Kunze of 331 Union street, Brooklyn, to the stand. Kunze said that for twenty-seven years he and his father had worked from 5 in the morning until 10 o'clock at night making brooms. Kunze exhibited a hand with a couple of fingers missing, which he said he had lost at his work.

He and his father saved \$2,500 and one day Browne came to them with a proposition to take a mortgage on some property. They fell into Browne's scheme, and Browne got the money. Later they learned that he had no power to mortgage the property.

CASHIER HELD; BANK CLOSED.

First National of Freedland, Pa., Alleged to Have Lost \$55,000.

FREEDLAND, Pa., March 16.—A sensation was created here this evening when it was announced that F. M. Everett, cashier of the First National Bank, was under arrest charged with embezzlement and that the bank would not be open for business to-morrow.

The alleged embezzlement amounts to \$55,000. This is the sum that Everett is alleged to have confessed that he is short, but until the balance sheets from reserve depositories are received the exact amount cannot be known.

The first intimation that the bank officials had of anything wrong was when the check of elips from the reserve depositories began to reach President Amandus Oswald to-day.

An examination was made early in the week by a national bank examiner. At that time the books appeared to be straight, and there was not the slightest suspicion against Everett.

After the receipt of the first balance this morning President Oswald discovered that there was something wrong and he called a meeting of directors. Everett was asked to explain, and it is said, broke down and admitted that he had advanced money to Beckley & McKilloff, paper mill proprietors of Catawissa, which would foot up \$59,000. He maintained that their paper was good.

After the bank closed this evening Everett boarded a trolley car for Hazleton just as President Oswald was having the warrant issued charging him with embezzlement. He was caught in Hazleton. At the same time a warrant was issued for F. M. Beckley on charges of conspiracy. Both men were held by United States Commissioner Hill until the bank examiner arrives.

LINERS TO GO TO HALIFAX

To Take on Passengers of the Disabled Koenigsluise.

The officials of the North German Lloyd Steamship Company said yesterday that two steamers would be sent to Halifax to carry the passengers of the Koenigsluise, which put into port there on Thursday with a broken rudder shaft, to their destination.

The Weimer, which is due to-day, will be turned back to Halifax as soon as she has discharged her passengers, and will take on board those passengers who are going to Naples direct. The Gneisenau, which arrived here Thursday, will proceed to Halifax on Sunday, where she will take aboard those passengers whose tickets read Genoa. Those who are not suited with this arrangement may come back to New York by rail at the expense of the North German Lloyd Company.

WOMAN PREACHER WILL WED.

Rev. Miss Roscoe Chooses Husband From Among Her Flock.

BOSTON, March 16.—The Rev. and Mrs. Thomas Roscoe of Westmoreland, N. H., have announced the engagement of their daughter, the Rev. Gertrude Roscoe, pastor of the Universalist Church at Assinippi, to Clarence H. Young, one of the parishioners.

The Rev. Miss Roscoe has been pastor of the church since last June. She is a native of Leeds, England, and was educated here. She has been in the ministry several years.

Mrs. Roosevelt at Groton for Kermitt's Confirmation.

BOSTON, March 16.—Mrs. Theodore Roosevelt passed through Boston this morning on the way to Groton School to witness the confirmation to-night by Bishop Lawrence of a class of twenty students, one of whom is her son Kermitt.

Mrs. Roosevelt will return to Washington to-morrow.

After all, Usher's the Scotch that made the shaggy Bunnies.—Ad.

SAVED FROM GROUNDED SHIP.

TWENTY-THREE PASSENGERS GET ASHORE FROM THE CEARENSE.

Breeches Buoy Rigged by Life Savers Not Needed—Passengers Wait Till Sea Goes Down a Little, Then Are Rowed to Beach and Their Baggage After Them.

The Both Line steamship Cearense, fourteen days from Para, with twenty-three passengers and a cargo of rubber, sugar, coffee and nuts, grounded on Island Beach, New Jersey, between the Toms River and Island Beach life saving stations, at 4 o'clock yesterday morning in a blinding snowstorm.

Her skipper, Capt. W. S. Mason, had lost his bearings in the observation of more than two days of dirty weather, in which he had had no glimpses of the sun. He thought he was much nearer to New Sandy Hook than he really was and was surprised when dawn came to find himself within several hundred yards of the booming surf, which he and his passengers could plainly hear. Although the skipper had made soundings at frequent intervals he was so unaware of the nearness of the Jersey beach until a sudden shoaling made him put his helm hard over. He was too late. The steamship had straightened out parallel with the shore and ploughed deeply into the sand with her bow to the north.

The patrol of the Island Beach station had seen her dimly a few minutes after she struck and he burned his Coston signal and ran back to his station. The surf was then very rough, as a northeasterly gale had been lashing it into fury for two days. Launching a boat was out of the question. The life savers' cart with the breeches buoy apparatus was run down to a point opposite the stranded ship and a line was shot across her. She burned a flare light to show her location. The wind began to die down after daylight, however, and Capt. Mason decided it by the breeches buoy line which had been rigged between ship and beach. A member of the crew came ashore, getting a ducking as he shot through the breakers, and telephoned to the agent of the Both line at 88 Gold street. The passengers were not ambitious to try the novelty of reaching safety by breeches buoy and they waited until the afternoon, when the surf had gone down enough for the life savers to go to the Cearense in their boats.

All the passengers were landed at Seaside Park in the surf boats. Among them was the daughter of the Governor-General of Barbados, where the Cearense stopped on her way from Para. The passengers said that they had had a very rough experience in the two days preceding the stranding. The ship had run into the big storm that recurved, after getting down to the Texas coast, the Pacific, several days ago, and swept across the Southern States into the Atlantic, roaring up the coast. There was no panic aboard when the ship struck, but there was much excitement. All the passengers were awakened by the shock of the impact.

The Merritt-Chapman Wrecking Company sent the steamer J. J. Merritt to the Cearense and she got there before the passengers had been taken off. The sea was then comparatively smooth. Last night the Cearense was broadside on the beach and was heading south, having been swung around by a strong tide and wind in the early morning. The skipper and crew decided to stay aboard.

The wreckers said that the Cearense was in a bad position and that much of her cargo would be lost before she could be hauled off. The J. J. Merritt and the tug North America from the Delaware Breakwater made fruitless efforts to move her at high water yesterday afternoon. The wrecking tug Chapman, with two barges to receive the cargo, went down to the Cearense last night.

J. G. W. Havens, superintendent of the life savers of the district, Capt. Hulce and Capt. Ware, respectively of the Island Beach and Toms River stations, made all the passengers who did not come to this city comfortable in the stations. They also brought ashore baggage needed by the passengers. There was no time after the stranding that the passengers and crew were in real peril, although many thought they were.

A report that the surf was so heavy that all hands had been taken off in the breeches buoy came to New York and was published, but Supt. Havens declared that it was not so. The Merritt-Chapman company said that when their wrecking steamer went alongside the Cearense late in the morning the sea was very smooth, although the surf was rather rough. The life savers already had launched their boats, and there was no reason except extreme care why they should have rigged the breeches buoy. They had rigged it up so they would be sure of getting off all hands in case sea and gale had not moderated.

The wreckers think that it will be several days before the Cearense can be wormed out of the grip of the sand. Kedge anchors have been set out seaward and cables laid, and at high tide this morning the ship's own winches and the power of the tugs were used simultaneously in an effort to drag the liner into deep water. She is a steel ship of 1,748 tons and was formerly the West Indian. She was built at Barrow in 1891.

VICTORY FOR CHOATE.

Wins First Case He Argued in Court Since His Return to the Bar.

The Appellate Division affirmed yesterday the verdict for \$15,000 obtained against the city by William J. Parks as administrator of Erwin L. Coolidge, a newspaper man, who was killed through the collapse of a temporary bridge at Eighteenth street and Fifth avenue, during the Rochambeau parade, on May 27, 1902.

The case was tried twice and resulted in a verdict for \$22,000, which was reduced by the court to \$15,000. In that trial the contractors who built the bridge, Miller & Holme, were joined as co-defendants, and judgment was entered against them, the verdict being reversed as to the city. Then the second trial was had against the city alone and a verdict obtained for \$15,000, which was also reduced to \$15,000 by the trial court. From the judgment for that amount the city appealed.

Joseph H. Choate argued the appeal for the plaintiff, it being his first appearance in open court since he gave up law for diplomacy.

OVER SUNDAY ATLANTIC CITY TOUR.

March 24, via Pennsylvania Railroad, Rate, \$10 or \$11, covers two days' hotel board. Also tours March 24, April 7.—Ad.

ROCKEFELLER IN LAKEWOOD.

But the Missouri Subpoena Doesn't Worry Him in Jersey.

LAKEWOOD, N. J., March 16.—Although John D. Rockefeller is here, he is safe from subpoena service, as the process issued by the Supreme Court of Missouri is not valid in this State unless Attorney-General Hadley should have a commission appointed in New Jersey similar to the one appointed in New York. Mr. Rockefeller has been seen at his home here twice this week.

GERMANY CONCEDES A LITTLE.

Again There is Hope of Agreement at the Moroccan Conference.

Special Cable Despatches to THE SUN. LONDON, March 16.—The Berlin correspondent of the Tribune says that Germany has made an important conditional concession on the Moroccan question, recognizing that the weight of opinion is against the Austrian scheme, by which the Inspector-General at Casa Blanca would also be the commandant of the place. Germany withdraws this part of the scheme and agrees to add Casa Blanca to the other seven ports to be controlled by the Franco-Spanish police on condition that international control be guaranteed through a neutral Inspector-General, whose place of residence will be immovable.

ALGERIAS, March 16.—A plenary session of